



Hongkong Daily Press.

ESTABLISHED 1857

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[a301]

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A strong British Corporation Registered
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[a351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bars 250 lbs. net.
SHEWAN, TOME & CO.,
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Hongkong, 29th April, 1908. [a798]

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IRON, Steel, Metal and Hardware Merchants,
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TIME TABLE

WEEK DAYS.
8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 10 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.10 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.

8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.10 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement of the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June, 1911. 1223

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PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE NO. 696.

LETTS' DIARIES
for 1912.

THE OFFICIAL NAUTICAL
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MARIE CORELLI'S NEW NOVEL
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HIGH-CLASS SWATOW DRAWN WORK.
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CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

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CO., LTD.

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Codes used.—A.B.C. 4th, 5th Edition, Lyders, Scott's, A. I., and Watkin's.
DEY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 1515 acres.
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Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [a713]

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WEST RIVER
STEAMERS.

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HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

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MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

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The S.S. "SUI TAI," leaving on SUNDAYS at 12.30 P.M., connects with the Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, Opposite Hongkong Hotel. [a141]

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Length on Keel-Blocks	Breadth at Entrance	Depth of Water on Keel-Blocks.
No. 1 ... 510 ft.	77 ft.	26 ft.
3 Dry Docks [No. 2] ... 350 ft.	53 ft.	24 ft.
[No. 3] ... 714 ft.	68 ft.	34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.		
The Salvage Steamer "OURA-MAREU," 716 tons and 12 knots speed, is always ready at short notice.		
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No. 1 ... 7,000 Tons.	12,000 Tons.	
Lifting Power Max. Length of Ship taken in	460 Feet	580 Feet
Breadth	55 "	66 "
Draft	22 "	26 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.		
The Floating Sheerlegs, capable of lifting 40 ton weight.		
ANORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.		
		[a761]

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80 cents each.

Barbara Sheep, Hichens, Bertram of Brittany, Warwick Deeping, A Cast-Off, Nat Gould, Poppy, Cynthia Stockley, The Wife of Col. Hughes, Hubert Wallace, My Sword for Lafayette, Max Pemberton, Thor's Conversion, James Blyth, Travels amongst the Great Andes, Edward Whymper, Miss Rovel, par Cherbautz, Un Nichee da Gentilhommes, par Tourgeonoff.

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ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

(25)

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

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HONGKONG OFFICE: 10A, DES VIEUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, NOVEMBER 2ND, 1911.

The favourable report by the medical expert of the Local Government Board of the United Kingdom on the pork imported into England from Hankow mentioned in our telegraphic news to-day would doubtless have benefitted this enterprise considerably during the coming winter. Unhappily the revolutionary outbreak has put an end to all trade at Hankow for the time being.

There are probably few places in the Empire of China where a popular rising, followed by war, would carry such disastrous results to trade as at Hankow. Here produce for export is generally bought many months before it is ready for delivery, and if this practice in the past has been the subject of very serious complaint in the annual reports of Consuls and Commissioners of Customs, it is obvious that now when, to the ordinary difficulties in the way of delivery of goods on time are added the obstacles arising from war, it goes without saying that the plight of the producer, the exporter and the purchaser must be very serious indeed.

One great evil of this system of buying so far forward has been a serious deterioration in the quality. Claims for bad quality are stated to have become incessant. "The injury is not confined to the foreign exporter," Mr. Commissioner SUGDEN wrote in his latest Report, "but the principal sufferers in the end are the producers, and in this way the provinces suffer. The buyer abroad sells before arrival of goods,

and on the consumer or manufacturer finding the quality to be below the average, distrust in the produce of that particular source of supply is created, with the result that orders go to a more trustworthy quarter, where prices, though higher, are cheaper in the end." The complaint, however, is one which is not confined to Hankow, though the practice described is probably seen at its worst in the provinces for which Hankow is the great export mart. Mr. SUGDEN instances the tallow trade. "Great demand," he writes, "led to forward sales of far more than the production, and the inland middleman, being perfectly aware of the situation, forced up the price. The result was that the local broker, generally a man with little money, simply said he could not fulfil his contract; claims were so heavy that general trade was affected, and as a result business in the new tallow crop is almost impossible." Again with regard to Sessamund seed, which is another considerable staple, the Commissioner mentions that it is bought forward when the plant is only in flower. Heavy rains may ruin the crop or injure the roads and railway and prevent delivery. Under the best of circumstances prompt delivery is dependent in part on single line of railway, on the river by the incalculable factor of depth of water, and on the ocean on shortage of ships. There is sufficient speculation about all this without adding to it "buying forward" long before the crops have been gathered. These few facts will serve to indicate how disastrously the rising in the North must affect the trade, not only of the port of Hankow, but of the surrounding country over a very wide area, for where war prevails, and especially a civil war, ploughshares are turned into swords and peaceful avocations are deserted. Large numbers of contracts are therefore destined to be unfulfilled. There is much to be thankful for in the fact that though the whole country is in sympathy with the reform projects of the revolutionary party the actual rising in revolt is so far practically confined to two provinces. The Viceroy of Canton is especially to be congratulated upon the way he has held the revolutionists in check in the southern metropolis. This has been done perhaps as much by moral suasion as by show of force, for whatever else may be said of the Cantonese, it will at least be承认 that they are a shrewd and practical people, and so far as we can ascertain the reason why the expected has not already happened in Canton it is to be found in their recognition of the horrors and waste of war and their hope that the future government of China may be settled by decisive battles in the area to which warfare is at present confined.

The train which leaves Kowloon at 8 a.m. on week days will leave on Sundays only at 8.15.

At the Magistracy yesterday Mr. Wood fined a stallholder in the Wan Chai market \$10 for causing an obstruction outside the market.

It is announced by advertisement on page 4 that the price of gas in the Colony will be reduced to \$2.60 per 1,000 cubic feet from January 1st next.

To-morrow is the birthday anniversary of H. M. the Emperor of Japan. Consul and Mrs. Funatsu are, as usual, holding an "At Home" in honour of the occasion.

The Eastern and Associated Telegraph Companies have issued a useful table showing the hourly comparison of time at places situated in West and East longitude of Greenwich.

A Chinese was remanded by Mr. Wood at the Magistracy yesterday on a charge of pocket picking. It is alleged that he relieved a passenger on the river steamer *Falstaff* of \$312. Mr. Otto Kong Sing appeared for the defendant.

The American Consulate General, Hongkong, yesterday received the following Typhoon Warning from the Manila Observatory at 9.15 a.m.:—"Manila, November 1st, 8.30 a.m. Cyclone or Typhoon W. of Guam, moving N.W."

The Colonial Secretary's Office notifies us that Singapore has been declared an infected port from cholera. Also that dogs from Bangkok will be prohibited from landing at Hongkong for 6 months from 1st November.

INTERPORT SHOOTING.

A practice match will be fired at King's Park Range on Saturday next, commencing at 2.15 p.m. sharp, the best eight of each side to count.

The teams are as under:—

NEARLY ELEVEN.	TUCKER'S ELEVEN.
E. Heart.	C. E. Tucker.
F. Brown.	J. A. Leadbeater.
A. Henderson.	A. Sergeant.
G. H. Baumeran.	V. Sorby.
J. D. Danby.	B. Chapman.
A. P. West.	P. Franks.
T. Hearl.	A. Osman.
C. Calvert.	Capt. M. Scott.
C. McNab Wilson.	P. O. Bain.
W. Anderson.	P. O. Thompson.
R. Stewart.	G. W. Clissold.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

THE REVOLUTION.

NEW CHINESE APPOINTMENTS.

SHANGHAI, November 1st.
Yuan Shih Kai has been appointed Premier.

Wei Kuang To, formerly Viceroy of Canton and Nanking, becomes Viceroy of Hukung.

Prince Ching has been appointed President of the Privy Council.

NEGOTIATING WITH THE REBELS.

SHANGHAI, November 1st.
Yuan Shih Kai has telegraphed stating that it is his intention to stop the Imperial attacks and negotiate with a view to peace.

If necessary, he will visit the rebel stronghold.

The Wuchang appointments and Yuan's efforts have caused a renewal of hope in Peking.

[THROUGH REUTER'S AGENCY.]

THE BATTLE OF HANKOW.

FURTHER PARTICULARS.

LONDON, November 1st.
An undated telegram from Hankow, obviously handed in for despatch before the end of the fighting, says the rebels at day break on Saturday attacked the Imperialists, recapturing the main railway stations and two guns, while the forts at Wuchang bombarded the gunboats, causing the retreat of the Imperialists.

The latter were reinforced at noon and resumed the fight.

The rebels advanced recklessly in close formation, cheering and firing wildly in front of a fire from the marines.

The Imperialists were skilful in using shelter and fired with machine-like obedience to orders, mowing down the rebels.

The Imperialists recaptured the station. Shells fell in the foreign concessions where the streets were barricaded and guarded by Volunteers and Bluejackets.

The foreign ladies and Chinese employees of foreigners were removed for safety down the river.

FIGHTING CONTINUES AT HANKOW.

LONDON, November 1st.
Reuter's correspondent at Hankow reports that fighting is still proceeding. The insurgents attacked and strongly resisted the advance of the Imperial army towards Hanyang.

Although they lost three more field guns, the rebels continue to offer a determined resistance along the line dividing the foreign settlements from the native city.

The Red Cross doctors say that a moderate estimate of the rebel casualties is 1,000 killed and 3,000 wounded, while the Imperialists had 600 casualties.

EDICT TO BE FULFILLED.

Telegrams from Peking state that in the National Assembly the President announced that the Regent sent assurances that the Edict would be faithfully carried out. It was not mere words.

The members expressed their satisfaction with the edicts.

THE SITUATION AT CANTON.

LONDON, November 1st.
Reuter's correspondent at Canton wires that the dragon flag has been removed from Government buildings and that various imperial tokens have been abandoned.

There are signs of the virtual independence of the city, though connection with the revolutionaries is disclaimed.

The dragon flag was subsequently rehoisted, and it is stated that business was resumed.

The imperial gunboats were cleared for action, and there were nine foreign warships off the European quarter.

French bluejackets were landed to protect the French settlement, and are patrolling the foreign settlements.

REVOLT OF TROOPS.

The troops at Lamchow, Paotungfu, Tsechow and Thianhuiu have revolted, and unrest continues at Peking where the foreign troops are guarding the missions.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

YUAN SHIH KAI STARTS.

Reuter's Peking correspondent wires that the rebels at Paotungfu threaten General Yin Ching's communications.

Yuan Shih Kai started for the front on receipt of a telegram from Hankow stating that the rebels had recaptured the railway stations.

THE MEDITERRANEAN WAR.

ITALIAN PRESS IRRITATED.

LONDON, November 1st.
The irritation of the Italian Press at the continued suppression of news is growing daily. The newspapers which aided the Government in forming public opinion in favour of the seizure of Tripoli are especially indignant. They maintain that the suppression of facts which is learned in Italy through the foreign Press is causing anxiety and a lack of confidence in the Government.

Meanwhile, there are elaborate and detailed accounts of great Turkish victories being published at Constantinople, producing the utmost enthusiasm.

REPORTED ITALIAN DEFEATS DENIED.

LONDON, November 1st.
From Rome the reports of Italian defeats are officially denied.

MORE DEPORTATIONS.

Eight hundred more Arabs have been deported to Tremiti.

ROYAL GIFTS.

King Emmanuel has given £3,000 to the Red Cross Society and for the relief of the families of those killed and wounded.

ITALY ACCUSED OF BARBARISM.

In letters in the *Times* several American appeals are made to Christian England to raise its voice against the Italian reversion to barbarism.

Mr. L. T. Hobhouse, Professor of Sociology at London University, asks: To what is Europe committed if the action of the Italians passes without protest? Is the distinction between a combatant and a non-combatant to be set aside at the pleasure of the invaders?

Sir George Trevelyan warns Italians of the effect of English opinion if they persist in their cruel repression.

RESIGNATION OF THE AUSTRIAN GOVERNMENT.

LONDON, November 1st.
The Austrian Government has resigned.

LATER.

The resignation is apparently due to the failure of the Government to obtain a parliamentary majority to carry out its programme.

PROFESSOR'S FATAL EXPERIMENT.

LONDON, November 1st.
Reuter's correspondent at San Jose, California, wires that Professor Montgomery, of the Santa Clara College, was killed while experimenting with a glider of his own invention.

RAILWAY MEN'S MANIFESTO.

LONDON, November 1st.
The railway men have issued a lengthy manifesto, which is to be submitted to the companies, demanding improved conditions and wages.

The demands are contained in 35 clauses, which deal in detail with the questions of hours, holidays, promotion and wages in various grades.

The Railway Companies are publishing details of the increases in wages. The London and North-Western give concessions to the amount of £80,000 per annum, and the Caledonian Railway make concessions to the amount of £10,000.

CHINESE PORK IN BRITAIN.

LONDON, November 1st.
Dr. Farrar, of the Local Government Board, who was sent to inquire into the conditions of the Chinese export trade in pork, has issued an extremely favourable report showing that the prejudices entertained against it are baseless.

A LITTLE KNOWN PEOPLE.

THE MAOTZ.

A traveller who has just returned from a protracted journey in the interior of China described to our representative yesterday his experiences among a comparatively unknown people, a race about whom he, though he has lived the greater part of his life here, had never heard of before. These aborigines are known as the Maotz. They live some thirty miles southwest of Lienchow on the North River in a very mountainous country. The mountains are of a very peculiar formation, like cemented pebbles, suggesting that the country had been inundated at one time. Similar mountains are found in Africa, and opinion differs as to how they were formed. They are composed of what seems like immense pebbles cemented together with lime and honeycombed with caves. It was quite easy to see how a few determined men could defy any number of troops, and in these natural strongholds the Maotz proved themselves secure from invasion by the Chinese.

The people are very primitive. They do not wear the queue, but have a fringe of hair round the head about four inches long surmounted by a top knot. Those who belong to the aristocracy wear red feathers in their top knots, while commoners have to be satisfied with blue cloth in their top knots. The feudal system prevails among these people, and the line is very marked between the aristocracy and the lower orders. The women dressed their hair according to their social position. The married women have a headdress made of pith in the form of a stove pipe with overhanging eaves, while the girls wear something like a bee-hive on their heads, almost like the latest Paris fashion in millinery. They wear silver ornaments and have rings round their necks. As many as fifteen were counted on the neck of one lucky girl, while triangular earrings are displayed by those who can afford them.

On the contrary, when the Bishops emphasised the zeal of Islam, His Majesty expressed his conviction that German Missions would not fail to perform their work with similar energy and concord.

IMPERIAL UNITY.

LONDON, November 1st.

CORRESPONDENCE.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

THE SANITARY PROBLEM IN HONGKONG.

SIR.—Your timely article on Sanitary problems raised by the influx of refugees from Canton is worthy of the serious consideration of the Council.

Whilst I have no doubt that the Head of the Sanitary Department (who was, by the way, relieved of his dual responsibilities on the return of the Director of Education to the Colony yesterday) and his wide awake official and unofficial colleagues are alive to the danger to the public health, it seems to me that they are hampered by existing limitations of their powers, and it requires the authority of the Council backed by the salutary force of an enlightened public opinion to strengthen their hands in protecting the health of the Port, which is so essential to the prosperity of the Colony.

I am afraid that a rigid enforcement of the overcrowding laws as suggested by you would not be sufficient. Although the district cited by you as an example is in the European Reservation, a house there would not be overcrowded unless occupied by more than one person over 10 years of age (two under ten) to every 1,000 cubic feet of internal air space of the main building, and every 330 cubic feet in the servants' quarters; and if all the sitting rooms, halls and passages are used for sleeping purposes it is wonderful how many persons can be lawfully accommodated in an old-fashioned European dwelling-house.

But it is possible by a slight amendment of the by-laws to extend the annual cleansing and limewashing, now limited to Chinese tenement houses, to all premises in the City and at Kowloon, if not to all buildings in the Colony.

It is a sad fact that dirt is not an exclusive monopoly of Chinese domesticity; even buildings occupied by merchant princes or wealthy corporations are liable to become insanitary unless looked after either by a Sanitary Inspector or a careful housewife.

The Supreme Court itself, although a Temple of Justice, exhalas an atmosphere lacking in ozone and overcharged with dust germs.

A similar state of affairs will be found in most of the servants' quarters attached to offices, and in nearly all common entries, yards, halls, corridors, staircases, cornices, mouldings and lift-framings; as what is everybody's business is nobody's business, and the office caretaker, after tickling a few conspicuous surfaces with a feather-brush, finds a broken-down ratch chair and an old newspaper peculiarly conducive to refreshing slumbers.

The cleansing and limewashing of tenement houses in the Central District begins next month; let it be extended to all dwelling-houses (including the European Reservation) and to all servants' and caretakers' quarters and all common entries, &c., and a newly cleansed City will be able to look forward with equanimity to the annual visit of the plague fleas, whilst germs of phthisis, diphtheria and ophthalmia will find the Colony so undesirable a hiding place that they will either expire from want of nourishment or flee to more congenial climates.

To amend the by-laws it is necessary that the Sanitary Board and the Council should co-operate, and stiffen their backs to meet the opposition of the landlords, who can well afford to pay for past neglect out of the rich harvest of increased rentals which they are now reaping.—Yours faithfully,

F. B. L. BOWLEY.

RAILWAY DEVELOPMENT IN FRENCH INDO-CHINA.

Captain Bandeson, of the 2nd Regiment of Cuirassiers, has laid before the Paris Geographical Society a report on the result of his surveys and researches into the question of the development of Indo-China by a trans-Indo-Chinese line. The first general scheme in this direction was planned by M. Donner, who conceived the idea of an extensive network of lines covering the whole of Indo-China and answering to both its strategic and economic needs. The trans-Indo-Chinese line formed part of this general scheme, and was intended to unite Langson on the Chinese frontier, in the north-east, with Battambang in the south-west, and the country beyond up to the Siamese frontier. But as the whole projected line could not be carried out at once, three sections were put in hand, viz., (1) Northern, from Hanoi to Vinh, whence a transverse line to Laos will eventually be constructed; (2) a central section, from Kwang-tri to Turan intended to forestall possibilities of famine in a populous region, subject to occasional droughts; and (3) a southern section, Nha-trang to Saigon, giving access to the sanguiferous of Langbian. The road of the trunk line being thus established, transverse lines were planned towards the French Laos, with a further object of supplying means of communication between the Siamese Laos and the Annamite ports. A projected line between Turan and Savannakhet has had to be abandoned owing to the extreme unhealthiness of the country, and projects are under consideration for running alternative lines from Vinh instead. Captain Bandeson points out that as soon as the Siamese and Indo-Chinese railway systems are united, railway communications will be established, not only between those two countries, but with Burma as well, the three being the chief rice-producing regions of the East. The French Colonies are now dependent for inter-communication on the forthcoming steamship service between Bangkok and Saigon, while more than 500 ships ply between Bangkok and Singapore. In order to carry out what still remains to be done in Indo-China, a loan of £100,000,000 has been recommended by Governor-General Klobukowski and sanctioned by Parliament, £40,000,000 being devoted to works of economic development, and £60,000,000 to railways. The latter will include lines uniting Phnom-penh and Battambang, Myitno and Cantho, Vinh and Kwang-tri, and Nha-trang and Saigon; but it seems likely that for all these, fresh subventions and credits may be found necessary.

SHIPS AND SHIPPING.

SMOKELESS LINERS.

Some patience will still be necessary before the success of the big motor-driven vessel is determined. But we are approaching a period of considerable interest in connection with the new departure of which so much is expected. It is announced that the Jutlandia, the motor-ship which Messrs. Barclay, Curle, and Co. are building at Whiteinch, will in all likelihood be launched next month, and undergo her trials in December. She is one of three vessels which are being built for the East Asiatic Company, of Copenhagen. The two others are under construction by Messrs. Burmeister and Wain, of Copenhagen, from whom Messrs. Barclay, Curle, and Co. have acquired the right to use the design in Great Britain. The vessels are some 307 ft. or 350 ft. long, with a probable dead-weight capacity of about 7,000 tons. Hence the internal combustion engine will be associated with large carrying capacity, together with a certain measure of passenger accommodation.

Some day we may get used to the smokeless liner. As things are, the Jutlandia and her sister ships will be bound to strike the eye as singular in appearance. They will have no funnels. The exhaust from the engine room will simply travel up inside one of her three masts. The engines are to be of the four-cycle type, with eight cylinders, and reversing is to be effected by means of compressed air delivered from one of two auxiliary engines. Steam does not enter into the calculation at all. Steering-gear, pumps, capstan, winches, and cooling machinery are all to be driven by electricity produced by the auxiliary engines. What the mercantile marine is waiting to know is, among other things, the increased cargo-earning ability resulting from the great saving of space secured by cutting steam-driven machinery.

POOLS AND THEIR POLICY.

A statement by Herr Ballin, director-general of the Hamburg-American Line, on the general subject of steamship combinations, has been interpreted as a threat of withdrawal on the part of the German companies from the steerage pooling arrangements affecting both North and South Atlantic traffic.

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F. B. L. BOWLEY.

THE ROYALIST INVASION OF PORTUGAL.

has for some time past been a reiterated cause of complaint. Steamship companies have had to resort to various expedients to increase the supply.

THE FASCINATION OF THE AUTOMOBILE.

An interesting side-light on the motor-car industry is furnished in a recent report by the American Consul in Birmingham. Reporting on the increased use of the automobile in England, he says that while it has brought prosperity to the automobile and cycle makers, as well as to those who deal in accessories, automobile clothing, and other articles attached to the trade, it has apparently had a correspondingly detrimental effect upon some other businesses.

He quotes one of the leading house-painters and decorators in Birmingham to the effect that people are spending their money on automobiles and their up-keep instead of on redecoration and painting of their houses, so that his business has been seriously affected. It is further stated that the furniture trade has been seriously affected by the desire for the automobile; and the Consul adds: "Real estate agents state that there is a decided tendency for people who do not own their houses, and even for some of those who do own their houses, or the lease-holds of the same, to take smaller houses, and to spend the savings on rent and taxes in the purchase and maintenance of their automobiles. The theatres make the same complaint, as do those, though in a smaller degree, who sell musical instruments, tile book-sellers, and even men's and women's tailors and costume makers, find the motor-car somewhat of an interference and injury to their business." In the meantime, manufacturers of automobiles will not object to the economy which the British public are practising with the object of joining the great army of motorists.

THE MOTOR AND THE SQUATTER.

That the automobile is making its way in the more remote parts of the Colonies is of course well known, and the following extract from Messrs. Dalgety's annual wine review is an interesting confirmation on this point: "The motor is proving a real boon to squatters in Australia. We are constantly receiving letters from sheep farmers in the Riverina and elsewhere informing us with what ease and speed, by its aid, they can now get about their properties. This mail brings us the following from a South Australian stockmaster:

"It would astonish you to see what some of the lighter-built motors can do in the back country of New South Wales. Many of the station-owners use them in their daily rounds. I was driven in a light car, over unmade roads, from Broken Hill to Wilcannia, a distance of 120 miles, in seven hours, and this was done after heavy rain. To show the difference between past and present we may say that in 1846, only 65 years ago, Start, the explorer, with his party, took many days to cover the same distance, and nearly lost their lives for want of water before they reached the Darling."

AUTOMOBILE TRADE IN MEXICO.

According to an American commercial report, Mexico presents a fine field for the manufacturers of automobiles, as is demonstrated by the fact that during the year 1910 no fewer than 309 machines arrived at the port of Vera Cruz and were re-shipped to Mexico City. The cars imported from the different countries were as follows: From Germany, 151; from the United States, 38; from France, 11; from England, 8; and from Spain, 1. Germany is credited with 151, but the major part of these machines came from France, and were credited to Germany because they came in German vessels.

WHERE BRITISH GOODS GO.

A Blue Book issued last month contains a mass of figures dealing with the trade of the United Kingdom with foreign countries and British possessions. In 1910, British and foreign and colonial merchandise valued at £159,402,835 went to British possessions (including protectorates), against £137,871,632 in the previous year, and £37,742,924 worth to foreign countries, compared with £331,653,334 worth in 1909. The total of £534,748,17, against £469,525,166. To the United States of America, Britain exported merchandise amounting to £62,181,886, against £59,254,166 in 1909; Germany, £54,905,383, against £47,165,686; France, £33,455,426, against £31,073,452; and Russia £21,220,727, against £18,325,844; while the total consignments imported from those countries amounted to £1,329,322. From the United States of America, £17,607,475, against £18,353,893 the previous year; Germany, £61,829,590, against £57,784,655; France, £4,283,020, against £4,205,650; and Russia, £43,744,648, against £37,907,085.

STRIKES AND TRADE SLUMP.

Comparatively little surprise was caused by the Board of Trade indication of the slump in imports and exports during August. Efforts have been made to prove that the decreases were due to the uncertainty of the European situation and the poorer harvests abroad owing to the drought; but the fact remains that the chief cause of the trade check so far as Great Britain was concerned was the labour troubles. The dissatisfaction in the shops, factories, at the docks, and on the railways was encouraged by the labour leaders in the spring, and had a disturbing influence upon business. In fact many manufacturers were chary with promises of forward delivery, because it was known that the fettle was coming. When the climate arrived there were numerous orders for the autumn books, and the trade prospects for the autumn were bright. But with the deadlock in London, Liverpool, Manchester, Leeds, and other cities, the stoppage of transit by rail and sea, business was at a standstill and commerce was at a standstill. Importers and exporters were at their wit's end, thousand upon thousand of pounds of manufactured goods were held up, the loss upon perishable merchandise was enormous, contracts could not be fulfilled, and the country was practically demoralised. The only department that was busy for weeks was the telegraphic department, sending messages day and night telling of the hopeless mess that prevailed. The wonder is that the exports of British manufacturers during August did not shrink to a greater extent—that the loss is not put down in the returns at more than two millions sterling. Of course that sum does not represent anything like the loss our manufacturers sustained, for if the usual flow of business had continued there is every probability that the general exports for the month would have created a record. Work was plentiful if the men would have done it or if the output could have been raised and shipped; and it is a significant fact that decreases of exports were chiefly in the branches that were the busiest, in iron, steel, copper, brass, electrical plant, ships (defensive and merchant), and engineering.

Mr. Sharman also claims that it will be

possible, for instance, for vessels to drop electrical trailers and to speak to each other when miles apart.

Thunderstorms have no effect upon the instrument. This fact was demonstrated during the week when messages were dispatched and received quite accurately whilst thunder and lightning were in progress. Most of the experiments so far have been conducted from a land station to a motor boat out in Pegwell Bay, and Mr. Sharman states that gradually he is perfecting his system, which he had found to work perfectly.

The apparatus was found capable of sending messages various distances up to three miles.

Ordinary conversation can be carried on quite easily at a mile, and marine experiments have so far proved satisfactory.

The apparatus is both cheap and portable, and possesses the further great advantage of being brought into actual use without difficulty.

THE FASCINATION OF THE RUBBER COMPANIES.

INTIMATIONS.

The report of the Mambau (F.M.S.) Rubber Company for the 12 months ended June 30 states that steady progress has been made during the year in opening up the company's property, and the total area planted now amounts to 474 acres; in addition, 374 acres have been cleared and are ready for planting. The expenditure on the development of the property during the year, less receipts on the estate amounted to £24,151.

The directors of the Sungai Bahru Rubber Estates report that, owing to the delay in receiving the report and account for the month of April from Malacca, it is impossible for the balance sheet to June 30 last to be completed as early as was expected, and in order to prevent misapprehension they have issued particulars giving the position of the company. They state that the total area of the estate is now about 3,255 acres, of which 1,121 acres were planted at June 30 last. The total number of trees planted was 164,000, and the ages, judged from girth and appearance, are as follows:—6,000 trees, four to four-and-a-half years old; 21,000 trees, three to three-and-a-half years old; 31,000 trees, two to two-and-a-half; and 16,000 trees, one and a half years old, or under. Regular tapping commenced on May 24, and over 4,000 trees are being tapped. The June crop yielded 395 lb., and the July crop, 576 lb. A further 4,000 trees are being brought into the tapping round immediately, and increased monthly yields can be expected. Arrangements are now being made for the monthly crop of dry rubber to be cabled.

HERANGGOON RUBBER AND SERIOUS DISAPPOINTMENTS.

The ordinary general meeting of the Sarawak Rubber Company (Limited) was held recently at the London Chamber of Commerce, Cannon street, Mr. K. F. Arbutnott, Chairman of the Company, presiding.

The Chairman said that that was the first annual meeting, and in the ordinary course of events there would naturally be a good deal to say about the work which had been and was still being done on the estate. In their case, however, they had kept the shareholders informed by circular, which he much regretted had shown a sorry tale of difficulties, sickness, and disaster, and he did not therefore propose to detain them, nor did he see that any good and would be served by his recapitulating their tale of woe.

On the 16th of April last year they took over and completed the purchase of the property. They engaged Mr. Crove (who was well known as a capable and energetic planter) as their manager, they gave instructions to take steps to establish a sufficient labour force, and, in short, it was their intention to carry out the policy as indicated in the prospectus. The trouble had now been got over, and the health of their coolie force was much improved. The old coolie lines had been condemned and had been replaced by new ones, which were sanitary and healthy.

The company had, of course, lost financially by all these heavy items of expenditure which were found necessary. It had also suffered much from sickness, which naturally involved the loss of coolie advances, but the coolies had come from the fact that they found it impossible to clean or even maintain clean-washed the cultivated area, which had meant the same work being done over and over again.

Then on the top of all their troubles they had two most serious fires, with the result that a large part of the cultivated area was completely wiped out. They had never been able to discover the cause, and he would like to mention that the directors had already given instructions to the Eastern agents to insure, but they were informed that such a risk was impossible to cover, so that the loss fell on their own shoulders, and they were left with an area under Para rubber of only about 241 acres, or considerably less than they had a year ago.

As to future prospects and cash they were well provided, as they were fortunately able to place sums of £10,000, £20,000, £30,000, £40,000, £50,000, £60,000, £70,000, £80,000, £90,000, £100,000, £110,000, £120,000, £130,000, £140,000, £150,000, £160,000, £170,000, £180,000, £190,000, £200,000, £210,000, £220,000, £230,000, £240,000, £250,000, £260,000, £270,000, £280,000, £290,000, £300,000, £310,000, £320,000, £330,000, £340,000, £350,000, £360,000, £370,000, £380,000, £390,000, £400,000, £410,000, £420,000, £430,000, £440,000, £450,000, £460,000, £470,000, £480,000, £490,000, £500,000, £510,000, £520,000, £530,000, £540,000, £550,000, £560,000, £570,000, £580,000, £590,000, £600,000, £610,000, £620,000, £630,000, £640,000, £650,000, £660,000, £670,000, £680,000, £690,000, £700,000, £710,000, £720,000, £730,000, £740,000, £750,000, £760,000, £770,000, £780,000, £790,000, £800,000, £810,000, £820,000, £830,000, £840,000, £850,000, £860,000, £870,000, £880,000, £890,000, £900,000, £910,000, £920,000, £930,000, £940,000, £950,000, £960,000, £970,000, £980,000, £990,000, £1,000,000, £1,010,000, £1,020,000, £1,030,000, £1,040,000, £1,050,000, £1,060,000, £1,070,000, £1,080,000, £1,090,000, £1,100,000, £1,110,000, £1,120,000, £1,130,000, £1,140,000, £1,150,000, £1,160,000, £1,170,000, £1,180,000, £1,190,0

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"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM MIDDLESBRO', HULL, LONDON
AND SINGAPORE.

THE Steamship
"GLEN STRAE."

Captain J. McGillycuddy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 6th Nov., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 30th October, 1911. [1311


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MONEY IN GERMANY.

THE CREDIT WITHDRAWALS AND THE OUTLOOK.
(FROM A CORRESPONDENT OF "THE TIMES.")

BERLIN, Sept. 21.

The decision to raise the official rate of interest from 4 per cent to 5 per cent, which was taken last Tuesday by the directors of the Reichsbank, was fully in accordance with expectations. Various considerations of a general character have for some time past made it plain that the Bank would have to take strong measures to protect its position, and especially its gold reserve, during the last quarter of the year. On Monday the necessity of an immediate step became obvious through the rise in the rate of private discount to 4½ per cent.—that is to say, to a point higher than the official rate, which is a very rare occurrence on the Berlin Money Market. In his review of the reasons which rendered necessary a change in the rate the President of the Reichsbank, Herr Havenstein, pointed out that while last year the gold reserve of the Bank increased by £500,000 between September 7 and 15 it had this year during the same period decreased by £250,000. Similarly the value of bills and securities mortgaged to the Bank had this year increased by £2,400,000, as compared with an increase of £2,150,000 last year. Throughout the present year the amount of uncovered notes had always compared favourably with the figures of last year until September 15, when it exceeded the amount on the same date last year by £2,800,000. Finally, the amount of the reserve of tax-free notes last Tuesday stood at £3,500,000, as compared with £4,600,000 on September 19, 1910, a result which though at first sight favourable becomes unfavourable when it is considered that in the interval the Bank has been authorized to increase the value of its tax-free notes by £3,000,000, an amount which must consequently be deducted from the £2,500,000 quoted above before a fair comparison between the present situation and that of last year can be made.

THE NEW BRAKE ON CREDIT.—Although a rise of 1 per cent in the official rate must certainly be regarded as a proof that the actual state of the Money Market is such as to call for caution, it must be remembered that a precisely similar change from 4 per cent to 5 per cent, has now taken place at this season for three years in succession. The German Money Market is at present dominated above all by the necessity of preparing for the heavy demands incident to the end of the quarter. It is also largely influenced by considerations arising out of the political situation and the withdrawal of foreign money for which that situation is in part, at any rate, responsible. The German Money Market is at present dominated above all by the necessity of preparing for the heavy demands incident to the end of the quarter. 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ON SALE.

THE DIRECTORY & CHRONICLE

1911.

FOR CHINA, JAPAN, COREA,
INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, ETC.



[533-15]

INTIMATION

"Certainty is what a man seeks in everything." The man who buys a Model 10 visible REMINGTON TYPEWRITER BUYS absolute certainty; a certainty of satisfaction guaranteed by the greatest typewriter makers in the world.

SIEMSSSEN & Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

AVERAGE MARKET PRICES.

October 26th, 1911

The Prices are given in Dollar Cents.

BUTCHER MEAT.

Mei Lung Pa Yuk—Beef, sirloin

and prime cut lb. 20

Shiu Ngau Yok—Corned Beef

Shiu Ngau Nam—Roast Beef

Ngau Nam—Bread for soup

Tong Yok—Beef for soup

Ngau Yok Pa—Beef Steak

Ngau Na—Bullock's Brains set

Ngau Na—Beef Steak, Sirloin lb. 30

Ngau Na—Beef Tongue

Hian Ngau Le—, corned

Ngau Tau—Bullock's Head

Hian Ngau Sam—Heart

Hian Ngau Kin—Beef Hump

salt 18

Ngau Kok—Beef Foot

Ngau Moi—Bullock's Kidney

Ngau Moi—Bullock's Liver

Ngau Kon—Bullock's Liver

Hian Ngau—Bullock's Tripes

undressed 6

Ngau Tsai Tien Kok—Calves' head and Foot

head \$1.00

Yung Pai Kweat—Mutton Chop lb. 22

Yung Po—Log of Mutton

Yung Shan—Mutton Shoulder

Yung T'au—Sheep's Head feet set

Yung T'au—Sheep's Heart

Yung T'au—Sheep's Kidneys

Yung T'au—Sheep's Liver

Chu Na—Pig's Foot

Chu Na—Pig Brains

Chu T'au—Pig's Eye

Chu T'au—Pig's Head

Chu T'au—Pig's Kidney

Chu T'au—Pork Chop

Chu Sam—Pig's Heart

Chu Sam—Pig's Liver

Chu Tsai—Sucking Pig (to order)

Hian Ngau Ya—Beef Stew

Hian Yung Yung—Mutton Stew

Hian Ngau Lai—Beef Stew

Hian Ngau—Beef Tongue

Hian Ngau—Beef Tripes

Hian Ngau—Beef Tongue

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATES
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	
MONGOLIA	27,000	
KOREA	18,000	

* Twin Screws.
All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th November, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BEERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

PERSIA 9,000 Tons FRIDAY, 5th Jan., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 243.

HONGKONG TO SAN FRANCISCO 225.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)
VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

LEAVE HONGKONG. ARRIVE HONGKONG.

STRATHLYON	21st Nov.	ORTERIC	15th Nov.
ORTERIC	5th Dec.	RYGJA	2nd Dec.
RYGJA	20th Dec.	SUVERIC	14th Dec.
SUVERIC	9th Jan.	KUMERIC	3rd Jan.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Convenient Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780: KING'S BUILDING, Praya Central.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

S.S. "DUNERIC" 3,000 tons ... to be despatched End January, 1912.

S.S. "PATANCA" 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 25th November.

FROM COLOMBO: 10th December.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

539 | CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS:

FROM CALCUTTA: End November.

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, 31st October, 1911.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	... 17th Nov.	Saturday, 11th Dec.
EASTERN	... 1st Dec.	Saturday, 9th Dec.
ALDENHAM	... 15th Dec.	Saturday, 23rd Dec.
EMPIRE	... 15th Dec.	Saturday, 6th Jan., 1912

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & Co.,
AGENTS. [126]

Hongkong, 18th October, 1911.

THE THEOSOPHICAL SOCIETY'S
ADVANCE.

WEATHER REPORT.

Mrs. Annie Besant has just commenced her return journey to India, where she has achieved so much educational work on behalf of the International Theosophical Society and in other ways. She will possibly renew her efforts to secure a University at Benares, though, for the moment, success seems unlikely. Before leaving England Mrs. Besant concluded negotiations and passed plans for the spacious new headquarters of the Theosophical Society to be built in Tavistock-square. She hopes to return to this country in the Spring.

"The Theosophical movement generally has been making very rapid progress during the last four or five years," said Mrs. Besant to an Evening Standard representative. "Evidence of the increasing interest in it is to be found in the fact that we had difficulty in getting any place large enough to hold all the people who wished to attend my lectures. So many people desire to know more about our work and such a large sphere of operations is opened up to us that we thought it was time to have a new headquarters in London."

"Each country has its own national society, and we are all bound together in one large international association. Our members total 20,355. All of them are active workers, and annually subscribe to the funds. You must multiply that number by five or six to calculate how many people usually attend our meetings, and by a much larger figure to arrive at the number of our sympathisers. One criterion which more than any other shows the growing interest in our work is the enormous increase in the sales of our books."

"For our new premises (which are estimated to cost £40,000) we have obtained land in Tavistock-square from the Duke of Bedford on a two hundred years' lease, and also a piece from the Skinner's Company. The latter purchase will enable us to provide a large quadrangle. We shall have a big hall capable of seating one thousand people; four smaller halls each to accommodate three hundred, a library, a reading room, a suite of about twelve rooms for the various departments of the society's work, and about forty-five flats."

"I am going to India to continue our work there. We have a large society in India, and we give facilities for students of good general education to make a special study of Theosophy. There are about sixty of them there now, studying with a view to meet the demand for lecturers in different parts of the world. Students come from all countries of Europe, America, New Zealand, and Australia—quite cosmopolitan company."

"For several years I have been trying to get a university at Benares, where, for twelve years or more, we have had a large college, in which we have attempted to bring about great educational reforms. Lord Minto was very favourable to the idea, and before he left the Vice-Royalty he forwarded to the India Office a petition in favour of a charter being granted. Lord Minto is very much loved in India, and the people believe in his good feeling and good will."

"Lately an Indian pundit has taken up the idea, and he is appealing for funds. I am quite willing to co-operate with him if he will agree to a University on modern lines, and one not too rigidly orthodox. We are strongly in favour of teaching religion and morality on broad and reasonable lines. I had hoped to be able to get the scheme through during my stay in London, and to ask the Kluhs to lay the foundation stone during his forthcoming visit, but the political and industrial crises have not made the time good for getting at members of the Government. There is no fear, I think, much chance of securing the charter at present."

"Discussing the political outlook at home, Mrs. Besant said: "With the enormous amount of political and social disturbance which is going on, and so much religious controversy, which weakens the influence of religion, it seems to me that a society like ours—which is profoundly religious, and tends naturally to order and good government—is bound to exercise a very wholesome influence."

"Personally, I feel very strongly that England just now is in a condition which, unless considerable change is brought about, may lead us into civil war, with an outcome impossible to foreseen. I believe—although the idea is very unpopular—in a great increase of Royal authority—and, generally speaking, in the rule of those who are competent to rule, and not of casually elected people who have no knowledge of political life and political difficulties."

"I take a very strong view of recent proceedings. The House of Lords, in my opinion, might quite as well abolish the House of Commons as the Commons abolish the Lords, which is the line the Commons are following. But it is admittedly a very difficult problem, because, supposing the King thought it right to make any stand against Single-Chamber Government, he may risk his crown. I believe he would win."

"I should like to see a new party grow up, which would upset the party system—a party which really cared for the nation as a nation. For the moment, there might be a Coalition Government containing the best men of the existing groups, from which a national party might spring, animated by the interest I have mentioned."

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SHIPPING

ARRIVALS.

ANTHOCOUS, British str., 5,792, A. B. Stewart, 1st Nov.—Manila 29th October, General—Butterfield & Swire.
DAIGI MARU, Japanese str., 346, H. Murayama, 1st Nov.—Tamsui, Amoy and Swatow 31st Oct., General—Osaka Shosen Kaisha.
MATCHING, British str., 1,267, W. C. Fausome, 1st Nov.—Swatow 31st Oct., General—Douglas, Leprail & Co.
HANGSANG, British str., 1,356, S. Wilde, 1st Nov.—Shanghai 28th October, General—Jardine, Matheson & Co.
LIGHTNING, British str., 2,122, E. P. Smith, 1st Nov.—Calcutta 17th Oct., General—David Sassoon & Co.
PATINA, Portuguese gunboat, 700, J. Milheiro, 1st Nov.—Macao 1st Nov.
SUMATRA, British str., 2,976, W. R. Le Mare, R.N.A., 1st Nov.—Yokohama 17th October, General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 1st November.
Georgiosburg, British str., for Canton.
Hanover, British str., for Shanghai.
Japan, British str., for Singapore.
Kris Motor, Japanese str., for Bangkok.
Londra S. S. Co., German str., for Bangkok.
Lorham, German str., for Singapore.
Smirnov, British str., for Singapore.

DEPARTURES.

1st November.
CARL DIEGERICHSEN, Ger. str., for Hoichow.
KWANGHUA, British str., for Swatow.
KWANGTAH, Chinese str., for Shanghai.
P. E. FRIEDRICH, German str., for Europe, &
SHIMA MARU, Japanese str., for Swatow.
ACONIA, Japanese str., for Nagasaki.
TIJHODA, Dutch str., for Batavia.
VESTFOLD, Norwegian str., for Saigon.

SHIPPING REPORT.

The British str. *Huching* reports: Had moderate variable winds, cloudy and clear weather.

PASSENGERS.

ARRIVED.
 Per *Lightning*, from Calcutta, &c. Miss Landes.
 Per *Haiching*, from Coast Ports, Mr. Howitt, Mr. and Mrs. Hackman, Miss Cross, Mr. H. E. Pollock and Gattwaldt.
 Per *Sumatra*, from Foochow for Hongkong, Mrs. E. Moran and Mr. W. Martin.
 Yokohama, for London, Mr. and Miss Kender, Mr. M. Yau Marie, Mr. F. Oldreive, Mr. T. M. Robertson, Mr. E. Rushton and Rev. W. H. Wright; from Shanghai, Mr. H. McPherson, Mr. and Mrs. G. G. Gelores d'Eliaze, for Colombo, Mr. S. Cowan; for Marseilles, Mr. and Mrs. Verges; for London, Mr. and Mrs. Heckman, infant and 2 children, Mrs. Lindner and child, Mr. and Mrs. Marsh and 2 children, Lt. R. E. G. Burton, Pte. E. C. Grant, Mr. and Mrs. Swan and infant, and Mr. John Irvine.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. *China* from San Francisco was dispatched from Yokohama on the 1st ultimo en route to Hongkong, and is due to arrive at Hongkong on the 7th inst.

The P. M. S.S. Co. str. *Manchuria* was dispatched from San Francisco on the 17th ult. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th inst.

The T.K.K. str. *Ching Maria* sailed from Honolulu on the 1st ult. for Hongkong, and is due to arrive at this port on or about the 21st inst.

THE AUSTRALIAN MAIL.
 The I.G.M. str. *Cebu* left Sydney on the 21st ultimo, at 11 a.m., and may be expected here on or about the 15th just.

THE CANADIAN MAIL.
 The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th ultimo p.m.

THE GERMAN MAIL.
 The I.G.M. str. *Prinzess Alice*, carrying the German Mail, from Berlin on the 4th ult., at 9 a.m., and may be expected here to-day at 2 p.m.

THE INDIAN MAIL.
 The Indo-China str. *Aamang* left Calcutta for the Straits and Hongkong on the 23rd ult., and is due here on or about the 8th inst.

INDIAN STEAMERS.
 The O.S.K. str. *Panama Maru* from Tacoma left Shanghai on for this port on the 30th ult., and is due here to-day p.m.

The I.G.M. str. *Prinz Waldemar* left Kuchinotou on the 29th ult., at 5 p.m., and may be expected here to-day at noon.

The H.A.A. Line str. *Stenaia* left Singapore on the 28th ultimo p.m., and may be expected here to-morrow p.m.

The P. & O. S. N. Co.'s str. *Palawan* left Singapore for this port on the 29th ult., at 5 p.m., and is due here on the 5th inst., at about 3 a.m.

The Mogul Line str. *Lothian* from United Kingdom left Singapore on the 31st ultimo morning, and is therefore due at Hongkong on or about the 5th instant morning.

The str. *Capri* left Singapore for this port on the 30th ult., and may be expected here on or about the 5th inst.

The Olof Wijk & Co. str. *Peking* left Sabang on the 27th ultimo, and is expected here on or about the 7th inst.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port on the 20th ult., and is expected here on the 7th inst.

The A. A. S.S. Co.'s str. *Indravati* left Sabang for Singapore on the 25th ult., and is due here on or about the 8th inst.

The U.S.K. str. *Seafair* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manile on the 3rd inst., and is due here on or about the 20th inst.

The T.K.K. str. *Hongkong Maru* sailed from Honolulu on the 25th ultimo for Hongkong, and is expected to arrive at this port on or about the 27th inst.

STEAMERS PASSED THE CANAL.

October 7th—*Achilles*, *Indravati*, *Palawan*, *Slovenia*, *Socorro*, 10th—*Benedict*, *Indrasimha*, *Lothian*, *Ningpo*, *Peking*, *Sithonia*, *Indradeo*, 13th—*Miyasaki Maru*, *Stentor*, *Tourane*, 17th—*Moyang*, *Myrmidon*, *Ping Suey*. Delayed through mutiny, *Katuna*, *Sardinia*, *Alecia*, 20th—*Monmouthshire*, *Yangtze*, *Kansas*, 24th—*Boulder*, *Devonshire*, *Preussen*, 27th—*Armand Bellic*, *Benzolrich*, *Ganges*, *Kame Maru*, *Kitano Maru*, *Laertes*, *Roon*, *Tucer*.

ARRIVALS AT HOME.

October 27th—*Buelow*, *Caledonia*, *Carmarthen*, *Ithenshire*, *Nippson*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & B&W	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA ...	Brit. str.	—	W. B. Le Mars, R.N.E.	P. & O. S. N. Co. ...	To-day, at 10 A.M. About 11th inst.
LONDON & VIA USUAL PORTS OF CALL.	FLINTSHIRE ...	Brit. str.	—	G. C. Candy ...	JARDINE, MATTHESON & CO., LTD.	On 11th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA ...	Brit. str.	k. w.	S. Bartram ...	P. & O. S. N. Co. ...	On 12th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN ...	Ger. str.	k. w.	Wagner ...	HAMBURG-AMERICA LINER	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA ...	Ger. str.	k. w.	Luning ...	HAMBURG-AMERICA LINER	On 6th Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN ...	Ger. str.	k. w.	Kottke ...	HAMBURG-AMERICA LINER	On 7th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA ...	Ger. str.	k. w.	Bremmer ...	HAMBURG-AMERICA LINER	On 21st inst.
HAIRE & HAMBURG VIA STRAITS, &c.	BATZEN ...	Ger. str.	k. w.	Sandstedt ...	HAMBURG-AMERICA LINER	On 7th Dec.
HAIRE & HAMBURG VIA STRAITS, &c.	FREIENPELS ...	Ger. str.	k. w.	Selmer ...	HAMBURG-AMERICA LINER	On 8th inst., at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	SLAVONIA ...	Ger. str.	k. w.	M. Hagnio ...	NIPPON YUSEN KAISHA ...	On 22nd inst., at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	ATUTSA MARU ...	Jap. str.	—	Wm. Thompson ...	NIPPON YUSEN KAISHA ...	On 7th inst., at Noon.
HAIRE & HAMBURG VIA STRAITS, &c.	AWA MARU ...	Jap. str.	—	Irizawa ...	OSAKA SHOSEN KAISHA ...	On 14th inst., at 11 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	SHIATSU MARU ...	Jap. str.	—	OSAKA SHOSEN KAISHA ...	On 29th inst., at 11 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	CHINA ...	Ans. str.	—	Pavissich ...	DODWELL & CO., LTD.	On 27th inst., at 2 P.M.
HAIRE & HAMBURG VIA STRAITS, &c.	ERROLL ...	Brit. str.	1 m.	S. Robinson ...	CANADIAN PACIFIC R. CO.	About 16th inst.
HAIRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA ...	Brit. str.	2 m.	J. R. Shaw ...	THE HANSE LINE, LIMITED	On 4th inst., at 7 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	STRATHLYON ...	Brit. str.	—	W. Davison ...	CANADIAN PACIFIC R. CO.	On 21st inst.
HAIRE & HAMBURG VIA STRAITS, &c.	MONTEAGLE ...	Brit. str.	—	H. S. Smith ...	PACIFIC MAIL SS. CO.	On 30th Dec., at Noon.
HAIRE & HAMBURG VIA STRAITS, &c.	SHINYO MARU ...	Jap. str.	—	E. Bootham ...	PACIFIC MAIL SS. CO.	To-morrow, at 1 P.M.
HAIRE & HAMBURG VIA STRAITS, &c.	SIBERIA ...	Ans. str.	—	H. Bremer ...	MELCHERS & CO. ...	On 4th inst., at 10 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	PRINZ WALDEMAR ...	Brit. str.	—	T. Murai ...	GIBB, LIVINGSTON & CO.	On 11th inst.
HAIRE & HAMBURG VIA STRAITS, &c.	ST. ALBANS ...	Brit. str.	—	L. Klugist ...	NIPPON YUSEN KAISHA ...	On 24th inst., at Noon
HAIRE & HAMBURG VIA STRAITS, &c.	YAWATA MARU ...	Jap. str.	—	M. Yagi ...	MELCHERS & CO. ...	On 13th Dec., at Noon
HAIRE & HAMBURG VIA STRAITS, &c.	HONGKONG MARU ...	Jap. str.	—	H. Koops ...	TOYO KAISHA ...	On 9th inst., at 11 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	MIYASAKI MARU ...	Jap. str.	—	D. Hooker ...	PACIFIC MAIL SS. CO.	On 21st inst., at Noon
HAIRE & HAMBURG VIA STRAITS, &c.	COLONZE ...	Brit. str.	—	V. McLennan-Liddell ...	BUTTERFIELD & SWIRE	On 5th inst., at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	NIKKO MARU ...	Jap. str.	—	Wm. Lloyd, Jones ...	JARDINE, MATTHESON & CO., LTD.	To-morrow, at 4 P.M.
HAIRE & HAMBURG VIA STRAITS, &c.	TIJKINI ...	Brit. str.	1 m.	P. Grosch ...	BUTTERFIELD & SWIRE	About 2nd inst.
HAIRE & HAMBURG VIA STRAITS, &c.	HUCHOW ...	Brit. str.	—	C. C. Williams ...	JARDINE, MATTHESON & CO., LTD.	On 4th inst., at M'night
HAIRE & HAMBURG VIA STRAITS, &c.	CHEONGSHING ...	Brit. str.	1 m.	M. Courtney ...	JARDINE, MATTHESON & CO., LTD.	On 5th inst., at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	CHENAN ...	Brit. str.	—	C. B. Longden, R.N.E.	SPENCER WILDE ...	About 6th inst.
HAIRE & HAMBURG VIA STRAITS, &c.	PRINCESS ALICE ...	Brit. str.	—	Spencer Wilde ...	TOZAWA ...	On 7th inst., at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	LUNAN ...	Brit. str.	—	E. P. Martin, R.N.E.	JARDINE, MATTHESON & CO., LTD.	About 9th inst.
HAIRE & HAMBURG VIA STRAITS, &c.	CHOYSANG ...	Brit. str.	—	G. M. B. Lake ...	OLOW WIJK & CO., LTD.	On 10th inst., at Noon
HAIRE & HAMBURG VIA STRAITS, &c.	PALAWAN ...	Brit. str.	—	Rooij ...	OLOW WIJK & CO., LTD.	About 10th inst.
HAIRE & HAMBURG VIA STRAITS, &c.	HANGSANG ...	Brit. str.	—	JAVA-CHINA-JAPAN LINER	Quick despatch
HAIRE & HAMBURG VIA STRAITS, &c.	CEYLON MARU ...	Brit. str.	—	OSAKA SHOSEN KAISHA ...	On 6th inst., at 10 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	FOOCHOW VIA SWATOW & AMOY ...	Swed. str.	—	OSAKA SHOSEN KAISHA ...	On 5th inst., at 10 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	TAMSUI VIA SWATOW & AMOY ...	Dut. str.	—	W. C. Passmore ...	TOYO KAISHA ...	To-morrow, at 11 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	SWATOW, AMOY & FOOCHOW ...	Dut. str.	—	J. W. Evans ...	DOUGLAS LAFAIK & CO. & CO.	On 7th inst., at 11 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	SWATOW, AMOY & POOCHOW ...	Dut. str.	—	J. S. Roach ...	DOUGLAS LAFAIK & CO. & CO.	On 10th inst., at 11 A.M.
HAIRE & HAMBURG VIA STRAITS, &c.	MANILA ...	Brit. str.	—	Teak ...	JARDINE, MATTHESON & CO., LTD.	On 4th inst., at

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	SUMATRA	10 A.M.	Freight and Passage.
VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. R. Le Mare, R.N.R.	2nd Nov.	
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. E. Longdon, R.N.R.	About 5th Nov.	Freight and Passage.
SHANGHAI	(DELTA)	About 9th Nov.	Freight and Passage.
LONDON via USUAL PORTS	(ARCADIA)	Noon.	See Special CALL
	Capt. S. Barcham	11th Nov.	Advertisement

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st November, 1911.

TOYO KISEN KAISHA.

**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

Triple Screw, turbine engines. Twin Scra.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILEAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000		WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500		TUESDAY, 18th Feb., at Noon. 1912.
BUYO MARU	10,500		TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	7500	February 3	MANTUA	11000	March 2	March 8
" VALPARAISO	7000	February 17	MACEPOLINA	10500	March 16	March 22

Fares by INTERMEDIATE STEAMER.

To HONOLULU	7500	February 3	MANTUA	11000	March 2	March 8
" SAN FRANCISCO	8000	March 2	MOREA	11000	March 30	April 5
" CHICAGO	8000	March 16	INDIA	11000	April 13	April 19
" NEW YORK	8000	March 30	DEVANHA	11000	April 27	May 3
" LONDON VIA NEW YORK	8000	April 13	MALOJA	12500	May 11	May 17

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

339]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"LUNAN"	On 4th Nov., Mid-night.
MANILA, ILÓÑO and CEBU	"HUILCHOW"	On 5th Nov., D'light.
	"TEAN"	On 7th Nov., 4 P.M.
MANILA LINE-TWIN SCREW STEAMERS	"LINTAN" and S.S. "SANUL"	DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo en route to all Yangtze and Northern China Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, etc.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo en route to all Yangtze and Northern China Ports.

Passenger must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd November, 1911.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
BRUNEI BAY	"CHUNSANG"	Friday, 3rd Nov., D'light.
TIENTSIN	"CHEONGSHING"	Friday, 3rd Nov., 4 P.M.
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 5th Nov., D'light.
SHANGHAI, KOBE & MOJI	"HANGSANG"	Tuesday, 7th Nov., D'light.
MANILA	"NAMSANG"	Friday, 10th Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Saturday, 11th Nov., 2 P.M.
	"FOOKSANG"	Monday, 13th Nov., Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 2nd November, 1911.

15

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
" HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 3rd Nov., at 11 A.M.
" HAIYANG" ...	Capt. J. W. Evans ...	FRIDAY, 7th Nov., at 11 A.M.
" HAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 10th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 1st November, 1911.

19

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:	7th Nov.

<

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

SCHWABINGER BEER.

OBTAINABLE FROM STOCK

AT \$19.50 PER CASE OF 48 QUARTS OR 72 PINTS.

JUST TRY IT

AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.



gout américain

Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 27th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterat.

Until further Notice Parcels for the undermentioned places in China will not be accepted for transmission through the post—
Hupel, Szechuan, Kueichow and Hunan.

The Princess Alice, with the German Mail, left Singapore, on Sunday, the 29th ultimo, at 9 a.m., and may be expected here to-day, at 2 p.m.

The Chiyuen, with the Siberian Mail, is due to arrive here on Saturday, the 4th inst.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th instant, at 5 p.m. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Detached lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Singapore, Penang and Colombo	Sumatra	Thursday, 2nd, 9.00 A.M.
Swatow and Bangkok	Landra Schaff	Thursday, 2nd, 9.00 A.M.
Singapore, Penang, Bangkok and Calcutta	Kirin Maru	Thursday, 2nd, 11.00 A.M.
Macao	Sut Tai	Thursday, 2nd, 1.15 P.M.
Shanghai	Chenan	Thursday, 2nd, 3.00 P.M.
Brunei Bay	Chunshang	Thursday, 2nd, 5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 3rd, 10.00 A.M.
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
	Registration	Kowloon B.O. 9.30 A.M.
	No late fee	
	Letters	11.00 A.M.
	Friday, 3rd,	1.15 P.M.
	Friday, 3rd,	2.00 P.M.
	Friday, 3rd,	3.00 P.M.
	Registration	3.15 P.M.
	Printed Matter and Samples	4.00 P.M.
	(Registration with late fee of 10 cents up to 4.00 P.M.)	
	Registration	Kowloon B.O. 3.00 P.M.
	(No late fee)	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Shinyo Maru	
Macao	Sui Tai	
Singapore, Penang and Calcutta	Arratoa Apc ar	
Tientsin	Chongching	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, (B.C.)	Empress of India	
SIBERIAN MAIL TO EUROPE		
Manila, Cebu, Ililo, Angaur, Yap, Fried- rich Wilhelmshafen, Rabaul, Her- zogtum, Madras, Brisbane, Sydney, Bo- bart, Launceston, New Zealand, Dun- edin, Melbourne, Adelaid, Perth and Fremantle	Prius Waldemar	Saturday, 4th, 9.00 A.M.
Kuchinozu, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Antilocerus	Saturday, 4th, 10.00 A.M.
NAGASAKI, KOBE, YOKOHAMA, and SEATTLE	Minnesota	Saturday, 4th, 11.00 A.M.
Manila, Cebu and Iloilo	Loongang	Saturday, 4th, 1.00 P.M.
Macao	Sut Tai	Saturday, 4th, 1.15 P.M.
Shanghai	Choyching	Saturday, 4th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE	Linan	Registration, 5.00 P.M.
Weihaiwei and Tientsin	Linan	Letters, 6.00 P.M.
Swatow, Amoy and Tamsui	Huiehous	Saturday, 4th, 5.00 P.M.
SHANGHAI, MOJI, KORE, YOKOICHI, YOKOHAMA, VICTORIA, B.C., and SINGAPORE	Daiji Maru	Sunday, 5th, 9.00 A.M.
Shanghai	Awa Maru	Tuesday, 7th, 10.00 A.M.
Hongkong, Amoy and Foochow	Hongyang	Tuesday, 7th, 10.03 A.M.
	Ernest Simon	Tuesday, 7th, 10.03 A.M.
EUROPE, &c., INDIA VIA TUTICORIN, Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail		

EUROPE, &c., INDIA VIA TUTICORIN, Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

November 1st.

ON LONDON—	Telegraphic Transfer	1/10
	Bank Bills, on demand	1/10
	Bank Bills, at 30 days' sight	1/10
	Bank Bills, at 4 months' sight	1/10
	Credits, at 4 months' sight	1/10
	Documentary Bills 4 months' sight	1/10
ON PARIS—	Bank Bills, on demand	231
	Credits, at 4 months' sight	235
ON GERMANY—	On demand	180
ON NEW YORK—	Bank Bills, on demand	442
	Credits, at 60 days' sight	452
ON BOMBAY—	Telegraphic Transfer	137
	Bank, on demand	137
ON CALCUTTA—	Telegraphic Transfer	137
	Bank, on demand	137
ON SHANGHAI—	Bank, at sight	75
	Private, 30 days' sight	76
ON YOKOHAMA—	On demand	89
ON MANILA—	On demand	89
ON SINGAPORE—	On demand	78
ON BATAVIA—	On demand	110
ON HAIPHONG—	On demand	3
ON SAIGON—	On demand	3
ON BANGKOK—	On demand	32
SOMETIME, Bank's Buying Rate	\$10.80	
GOLD LEAF, 100 fine, per tael	\$56.50	
BAB SILVER, per oz.	25.24	

SUBSIDARY COINS.

per cent.	
Chinese	20 cents pieces
	14.80 discount.
Chinese	10 "
	55.55 "
Hongkong	20 "
	47.70 "
Hongkong	10 "
	55.14 "

SHARE LIST.—QUOTATIONS. HONGKONG, NOVEMBER 1st, 1911.

STOCKS.	NO. OF SHARES.	VALUED.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sellers (\$83)
China Borneo Company, Limited	60,000	\$12	all	\$101, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$170, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$81, buyers
COTTON MILLS—				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$43, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Leou-Kung-Mow-Ci Spin & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 71
Soo Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30
Dairy Farm Company, Limited	40,000	\$74	all	\$212, sellers
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$64	all	\$66, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59
Hongkong and Kowloon Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 90
Green Island Cement Co., Limited	400,000	\$10	all	\$410, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$23
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119
Manila Metropole Hotel Limited	15,000	Tls. 10	all	\$10
Hongkong Ice Company, Limited	50,000	\$25	all	\$75
Hongkong Rose Manufacturing Co., Limited	60,000	\$10	all	\$165
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$61
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$200
China Fire Insurance Co., Limited	20,000	\$100	all	\$20
China Traders Insurance Co., Limited	24,000	\$85.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$360, sellers
North-China Insurance Co., Limited	10,000	\$15	all	\$15
Union Insurance Society, Limited	12,400	\$250	all	\$945, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$60
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$104, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$22, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 103
West Point Building Co., Limited	12,500	\$50	all	\$47, buyers
Mining—				
Societe Francaise des Charbures de Tonkin	16,000	Tls. 250	all	\$700.
Rauba Australian Gold Mining Co., Ltd.	200,000	\$1	all	85
Peak Tramways Co., Limited	50,000	\$10	all	\$114
Philippine Co., Limited				